

Hiram Johnson's Victory.
The Country Is All Right.
Legless Mr. Malone.
Peter Manning's Record.
By ARTHUR BRISBANE
(Copyright, 1922.)

Hiram Johnson's victory in California is good news for the whole country, which needs such men in the Senate. It does not surprise anybody that knows California. A State progressive in everything else, going forward in a thousand directions, could be nothing but progressive in thinking and voting.

The people of California believe in government for the people of the whole country. And Hiram Johnson represents that belief.

Nothing the matter with this country, says Judge Gary, of the big steel company. "The fault is in individuals." Correct, and the chief fault in individuals applies to 90 per cent of them.

They devote thought to everything except the MOST IMPORTANT THING, their VOTE. Dependent on laws, they allow politicians, usually self-selected lawyers, to do the governing and make laws for them.

Men that have no experience, special training, or executive ability climb into the most important seats. When individuals vote intelligently, the nation will have fewer troubles.

A New York beggar, "Stumpy" Malone, is prosperous in private life. Having no legs, he travels the sidewalks sitting on a board with four little wheels, pushing with his hands. At home he has artificial legs and fine clothes; also an automobile and a chauffeur.

It is said he collects \$100 a day from charitable people. The newspapers write about it, quite excited.

"Stumpy" Malone's gifts are voluntary; in each case the giver enjoys a pleasant thrill of self-approval, worth the money.

Newspapers might pay attention to some other collectors, the corporations practicing "taxation without representation," about which our ancestors got so excited, and which we take so calmly. Any one of a dozen corporations takes out of the public in a minute more than legless Mr. Malone can collect in a year.

Peter Manning has broken a trotting record. Before you could buy, for one-tenth the price of a good trotter, an automobile that would beat any trotter on earth, the news of a mile trotted in 1 minute 59.4 seconds would have been great news.

Now it amounts to nothing. You need not be very old to remember the excitement about Maud S. Old William H. Vanderbilt, with the long side whiskers, thought more of her than he did about the New York Central railroad.

Now it wouldn't amount to anything if a horse trotted a mile in half a minute. He can only keep it up for one mile. You can get an automobile that will go all day long, nicely and steadily, thirty-five miles an hour. And at night you don't have to stay up grooming it, feeding it, bedding it down. Once the fast horse was an important part of civilization. Now, like the greyhound in England, it is simply a tool of professional gamblers.

Nellie Grant is dead. That has meaning only for people with gray hairs. Many old soldiers that went to Grant's inauguration in 1872 will remember his little daughter, then a girl of fifteen with curly hair. She was married in the White House to an Englishman, Sartoris. She died the wife of Franklin Hatch Jones, a Chicago banker.

Nearly all those to whom the name of Grant meant much had died before her. That name now is part of history that little boys and girls learn in school. The world moves along rapidly and forgets.

For one man to whom "Nancy Hanks" means the mother of Lincoln, there are ten to whom it means the name of a trotting horse.

Lord Lascelles, nobody in particular, except that he married Mary, daughter of the English King, is kicked in the chest very gently by a race horse. He immediately reassures the princess. And the newspapers of the world immediately put the great news conspicuously on the front page.

That's more than they did with news of the forty-five men trapped in the California mine, now surely burned or choked to death. Rank still counts in this world, even in democracies.

Governor Miller wants New York State to celebrate the Marne victory on September 6. A good idea, although many have forgotten exactly what the Marne victory was.

Many would be pleased if we had some victory of our own to celebrate. For instance, a victory over the coal and railroad difficulties, with a beginning of continuous prosperity.

WEATHER
Partly cloudy tonight and Saturday, warmer Saturday. Gentle variable winds.

NUMBER 12,361.

Published week-day evenings and Sunday morning. Entered as second-class matter at the Postoffice at Washington, D. C.

WASHINGTON, FRIDAY EVENING, SEPTEMBER 1, 1922.

(Closing Wall Street Prices)

THREE CENTS EVERYWHERE.

DRASTIC INJUNCTION HITS RAIL STRIKERS

Daugherty's Action Ties Hands Of Unions

CAR MERGER VOTED BY SENATE UNEXPECTEDLY

VOLUNTARY COMBINE OF TRACTION LINES IS AUTHORIZED BY BILL

The Senate today passed the Ball bill providing for a voluntary merger of the Washington Railway and Electric Company with the Potomac Electric Power Company and the Capital Traction Company.

The action taken was entirely unexpected. There was no opposition to the bill when it came up upon the calendar shortly after the Senate convened.

Only a few Senators were on the floor, and of these, Senator Wesley Jones, of Washington, apparently was the only one who understood the purport of the bill.

The voluntary merger bill provides, primarily, for the consolidation of the Washington Railway and Electric Company and the Potomac Electric Power Company.

It permits these two corporations to become a single organization. At the present time they are owned by the same interests, but are compelled by law to maintain a separate identity.

Companies Affected.
The bill also authorizes the Capital Traction Company to merge with the various constituent parts of the Washington Railway and Electric Company. These companies include the Washington Heights Traction Railroad Company, the Washington and Maryland Railway Company, the Washington Virginia Railway Company, the Washington and Old Dominion Railway Company, the Washington Railway and Electric Company, the Georgetown and Tenleytown Railway Company, the Washington Interurban Railway Company, the City and Suburban Railway of Washington and the Washington and Rockville Railway Company of Montgomery County.

Authorizes Merger.
These corporations are authorized to merge whenever 75 per cent of the stockholders of each of them agree to merge. The consolidation of the W. R. & E. and the P. E. P. Co. is not made contingent upon the merger of the W. R. E. and the Capital Traction Company, and it is for (Continued on Page 2, Column 7.)

Babe Ruth Suspended For Sassing Umpire

CHICAGO, Sept. 1.—Babe Ruth, Yank home run slugger, was suspended for three days today by President Ban Johnson.

Ruth used vicious language toward Umpire Connelly in Wednesday's game in New York. He was charged.

**LATE
FINANCIAL
NEWS**

N. Y. STOCK MARKET IN STEADY ADVANCE

By W. S. COUSINS.
(Copyright, 1922, by Cosmopolitan News Service.)

NEW YORK, Sept. 1.—While lacking some of the spectacular features that characterized several of the recent sessions, the stock market advanced quite steadily today, and more than a few of the prominent speculative leaders sold into new high grounds.

The market had a great deal to contend with and occasional sorries by the bears were more productive for them than they have been on any previous day this week.

Some of the more prominent handicaps that had to be surmounted today were the unfavorable attitude of the Federal Trade Commission toward the proposed steel mergers, the passage by the Senate of the soldier bonus bill, heavy profit-taking sales by the longs and continuous hammering of the market by the shorts, high call money and absence from the Street of otherwise active traders.

While the break in Erie stocks was attributed solely to the hammering of the short sellers, the effect of this being evident in the unsettled condition of St. Paul, New Haven, and other of the low-priced rails, High-class dividend rails and equipment were steady from the opening and in not a few instances sold into higher levels for the year.

Rock Island was the most active of the nondividend rails and moved forward about 2 1/2 points to 48.

BONUS PASSAGE FAILS
TO INJURE BOND MART

By MUNROE ROBERTS
(Copyright, 1922, by Cosmopolitan News Service.)

NEW YORK, Sept. 1.—The passage by the Senate of the soldier bonus bill was without depressing effect upon Liberty bonds today, most of which sold into higher grounds.

The fourth 4 1/2's were particularly active around 100.40, the second 4 1/2's sold at 100.10 and the 3 1/2's at 100.85. French government and French cities bonds moved forward briskly, gaining more than a point on the average; the French 8's sold at 101 1/4 and the 7 1/2's at 93.

781 FACE FURLOUGH AT BUREAU

Three-Day Vacations Every
Nine Days Initiated to
Save Employees.

Louis A. Hill, director of the Bureau of Engraving and Printing, today announced the inauguration at the bureau next Tuesday of a system of furloughing which is designed to prevent a further reduction of the force of plate printers.

The furlough system will result in the recall of the 100 plate printers dismissed on August 8. It calls for every plate printer to work nine days and then be furloughed three days.

Solicitor Asked for Ruling.
Mr. Hill, it is said, is issuing the furlough order as a compromise to be effective probably until the Solicitor for the Treasury Department hands down a decision as to the legality of the dismissal of the 100 printers in August.

The bureau director was in conference with several representatives of the plate printers today, and it is understood, these men indicated their personal approval of the plan.

The order for the furlough, addressed to the superintendent of plate printers and others in charge and to all plate printers employed in the Bureau of Engraving and Printing, follows:

"In view of protests received in regard to the dismissal of certain plate printers, it has been determined to bring about the necessary economies by instituting a rotating furlough to apply to all plate printers. No definite statement can be made as to how long this method of operation will be continued. The bureau wishes, however, to try this plan in the hope that it may meet the situation in the best interests of the employees and the work of the bureau.

Nine Days' Work, Three Rest.
The plate printers who were dismissed are being recalled for the present. All the plate printers will be divided into groups, each group to work for periods of nine consecutive days and to be furloughed for three consecutive days out of each twelve working days. The number of working and furlough days may be altered from time to time as the situation demands. Notification will be given to each individual of the work and furlough days assigned to him.

This order is effective beginning Tuesday, September 5, 1922."

Director Hill learned in August that the plate printing division had exceeded the appropriation during July by \$57,000. He dismissed 100 men to bring the pay roll within the appropriation.

Following this action the dismissed men protested to the Treasury Department and to Congress. They based their protests on the fact the law provides that power presses could only be used during the war emergency period, and that this period is over and hand presses must be used in order to comply with the law. The use of power presses, which can do considerable (Continued on Page 2, Column 5.)

What Rail Strikers Now Are Enjoined From Doing

By International News Service.
CHICAGO, Sept. 1.—The injunction asked for by Attorney General Daugherty seeks to enjoin striking railroad men all over the country from:

Arguing with anyone who announces that he intends to go to work for a railroad.

Parading.

Holding public mass meetings to show how strong the striking organizations are.

Writing to a friend advising him to leave railroad employment.

Throwing stones at freight or passenger cars or locomotives.

Calling railroad employees names (this probably includes the term "scab").

Walking down a railroad track or right of way.

Interfering with, hindering, or obstructing in any manner the agents, servants, or employees of the railroad in the performance of their duties.

Interfering, obstructing, or hindering the inspection, repair, operation, or use of trains, locomotives, cars, and other railroad equipment.

Preventing or attempting to prevent persons from entering railroad employment, or from continuing in railroad employment.

Littering in the vicinity of any railroad station, roundhouse, switch tower, water tank, railroad yards or railroad offices.

Agreeing with other union members to hinder workers from going to work.

Telling a worker that it is unsafe for him to remain in railroad employ.

LOUISVILLE ENTRIES

FIRST RACE—\$1,200; claiming: three-year-olds and up; six furlongs. Auntie May, 101; Rapid Day, 101; Miss Muffins, 107; Lady Champ, 102; Rekab, 108; Commander McKin, 106.

SECOND RACE—Downs: \$1,200; maiden two-year-old fillies; five and one-half furlongs. Rumping Mary, 112; Fernandes, 112; Begum, 112; Checkerette, 112; Grande Dame, 112; Thelma K., 112; Paula, 112; Bandeau, 112; Grass Maid, 112.

THIRD RACE—\$1,200; claiming: four-year-olds and up; one and one-eighth miles. Grace Daugherty, 102; Virgo, 103; San God, 103; Le-foudre, 106; Runquo, 108; Pimlico, 108; Matinee Idol, 108.

FOURTH RACE—Watterson Hotel Handicap; three-year-olds and upward; six furlongs. Martha Fallon, 88; Ganaway, 110; Dr. Clark, 114; a-Surt Rider, 115; a-Miss Joy, 108; Braedebane, 119.

a-M. Jones entry.

FIFTH RACE—Golden Rod Handicap; two-year-olds; \$5,000 added; seven furlongs. Fernandes, 100; Tip-toe Inn, 100; Kent L., 104; Alice Blue Gown, 106; b-Easter Bells, 108; b-Aspiration, 106; Wild Life, 108; Leslie, 107; c-Grand Luck, 108; c-Who Knows Me, 109; Sympathy, 110; Dan E. O'Sullivan, 113; Triumph, 114; Prince K., 114; B. McMillan, 117; Donges, 119.

b-Hewitt entry; c-Scott and Moore entry.

GOVERNMENT CAN JAIL LABOR LEADERS UNDER BROAD POWERS GIVEN

By International News Service.
CHICAGO, Sept. 1.—A temporary injunction restraining all striking shopcraft men and their leaders from interfering in any way whatsoever with the operations of the railroads throughout the country was granted today by Federal Judge James A. Wilkerson at the request of Attorney General Harry M. Daugherty. The hearing to make the order permanent was set for September 11.

The granting of the injunction came after an impassioned plea made by the Attorney General on behalf of "the people of the United States."

EXPLAINS HIS REASONS.

"The strike has brought the American people face to face with a great peril," said the Attorney General. "They are the ones who have to pay the toll. Neither the President of the United States nor I have any commission from the railroads. The danger to the people is so serious that I have come to this court and urged such a broad and sweeping action."

The temporary injunction is the most drastic step yet taken by the United States Government in the industrial crisis that confronts the nation.

A. F. OF L. IS DEFENDANT.

In the injunction the American Railway Employees Department of the American Federation of Labor, together with the six shopcrafts brotherhoods, 120 system federations, and their presidents and secretaries were made defendants.

Judge Wilkerson, in granting the temporary injunction, declared that the Attorney General's action in filing the petition was in accordance with a fundamental and constitutional right attached to his office in representing the people of the country.

The provisions of the injunction virtually forbid all further strike activities by the federated shopcrafts. They are forbidden in the injunction to encourage their memberships, picket, or interfere in any way with workers on the roads. They may not, under the injunction, request a prospective railroad employe to refrain from seeking work on a railroad.

YEGG IN AUTO LEAPS GAP
AS SPAN OPENS FOR SHIP

CHICAGO, Sept. 1.—Vincent Drucel, declared by the police to be a safebreaker, driving an automobile at high speed when pursued by police, increased the speed of the car and leaped a gap of three feet as the Michigan avenue bridge was being raised to allow passage of a steamer. The man's desperate act failed to preserve his liberty, for he was captured by policemen at the other end of the bridge.

Drucel, according to the police, was being sought in connection with a safe robbery in a Lake Shore drive tea shop, where bonds and securities valued at \$14,000 were reported taken.

He laid especial emphasis on the wrecking of the "Million Dollar Special" on the Michigan Central near Gary, Ind., and the abandoning of trains on the Arizona desert.

"In California alone," he said, "the strike has caused the loss of \$75,000,000 worth of fruit by withholding it from the market. At two points in Kentucky there are now many cars loaded with coal which cannot be moved because of the strike."

Friends of the strikers, he charged, were destroying the coal.

Copies of the injunction were being prepared this after-

noon.

LEADERS OF GUATEMALA
REBELS ARE EXECUTED

MEXICO CITY, Sept. 1.—Francisco Lozano and San Jose Pinilla, leaders of the rebel forces in Guatemala, have been captured and executed, according to a Guatemala dispatch to the Herald today.

Two Spanish subjects, Jorge and Carlos Bognarin, were killed by Unionist troops.